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Six Months, \$1.75. Three Months, 90c.

Entered at the postoffice at Washington
D. C. as second class mail matter.

SUNDAY, FEBRUARY 21, 1915.

It is not always that a member

Not only are the people of Washington interested in this item, but so are those of five big counties in Maryland and seven counties in Virginia, which have business with Washington in these lines. The item ought, from every standpoint, to remain in the bill, and it probably will, thanks to the intelligent efforts of Senator Smith and the other friends of the District in the Senate.

Winston Spencer Churchill first lord of the British admiralty, once designated the German fleet as a "luxury," and declared that the Kaiser's warships would be "dug out like rats in a hole." But that was soon after the war began, and Mr. Churchill is wiser now. The Germans have found their water legs, and have given no mean account of their efficiency and audacity. If Germany is not blockaded, it probably will be because England cannot afford to expose her warships to the dangers of attrition with the German fleet under such circumstances as a blockade would afford.

This month's elections in Japan will decide for the time—and probably for generations—whether the island empire is to attempt to hold its "place in the sun" by a great military establishment and break its back in the attempt, or whether it will insure to itself greater power and prosperity by a policy of fair play and live-and-let-live attitude toward its neighbors.

Because chiefly the jingo papers are widely quoted here we are likely to get the idea that the Japanese people are drunk with the vision of an empire conceived in Bismarckism and built in blood and fire. On the contrary the truly great men of Japan, like great men everywhere, realize that an empire born of these principles of foul play and force cannot endure. Built only by the sword, it must surely perish by the sword, whether it goes down in actual conflict or slowly crushes its

Kiaochow is Japan's big chance, and the big men of Japan are fighting to make the most of it.

So the United States courts developed the doctrine of the "continuous voyage," maintaining that the ship and cargo obviously intended for the Confederacy might properly be captured while on the first leg of the voyage; and if the prize court testimony made clear that it was really intended, after leaving Nassau, for the Confederacy, it would

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MAKING OVER THE MAP

The world's eyes are on Flanders and Belgium and the north of France; secondly, they are on Poland. Happenings on the Tigris, the Euphrates, the Bosphorus, are of decidedly secondary interest. Yet it is quite possible that the final event will prove them the most important of the whole war.

Kongressman John N. Evans of Montana was the principal speaker at the annual banquet of the Washington Alumni of Sigma Nu in the oak room of the Raleigh Hotel last night. Frank H. Iden, president of the Washington branch, was toastmaster. Other speakers were W. R. Hood, of the Bureau of Education; V. B. Hirst, of the University of Virginia; A. H. Wilson, past regent; A. Dawson Trundle, of Poolesville, Md.; Paul M. Spencer, grand chaplain of the national organization, and R. L. Longstreet.

By JUDSON C. WELLIVER.

"The usage of nations in recent times has led to agreement that a blockade must be more than a mere paper declaration of intent to blockade. There must be, in short, such a demonstration of naval power as will be sufficient actually to prevent merchant ships getting through the blockading lines."

"How is the world to know whether Germany has a large enough force of submarines to make her blockade effective? They are not to be seen. Their business is to keep out of sight. It is true that under the practice heretofore, the destruction of an occasional ship cannot be regarded as proof that a real blockade has been established but . . . just as some people are more afraid of ghosts than they are of burglars, so a good many mariners will be more afraid of the submarine which they cannot see than of the cruiser which they could see."

As against this, the Germans have undertaken to establish a naval war zone, and have said that neutral shipping entering it would be liable to destruction, because British merchant ships might fly neutral colors and thus escape the zone. It is difficult to distinguish between neutral ships and British ships. This is an entirely new and novel assumption, and the authorities insist that it is repugnant to the privileges of international law. The Government has also notified Germany that we will have a bill made Germany responsible in case merchant ships made and American ships are killed and the Government will insist that it will have to require Germany to make sure whose ship she is sinking and to make it impossible to detect that a British merchant vessel makes the American flag in one case is not going to satisfy this Government and the Government will insist that the American vessel, the German sinks.

naval blockade that the United States had put on the greatest slave exporting country in the world along the Gulf and Atlantic coasts during the civil war. When the war opened the country was in a state of anarchy and confusion. When, on April 19, 1861, President Lincoln proclaimed a blockade of a few Southern ports, he refrained from making it a complete one because he felt that it would be important. That blockade to the effect of April 30, 1861, and Wilmington, North Carolina, were the only ones that Orelans were declared under blockade. It is difficult now to realize that there were a few ports that had not been sealed off effectively. It is true that railroad mileage was not great and cotton must be gathered in large quantities and shipped in bulk. There were only a few of these terminals where large amounts could be brought and therefore a few cotton bales were pretty effectively sealed up the cotton

Just so rapidly as naval power could be produced, the Northern Government extended the blockaded area, but at times the scrupulous effort was made to keep the blockade effective. The North was not in a position to attempt any such fantasies as a paper blockade because Europe was distinctly hostile, being shut off from its supply of cotton, and a blockade in order to command respect in Europe had to be the rule.

666 now very different was that blockade
 667 from the one which Germany had
 668 from the one which British Isles. The
 669 Federal Government was not
 670 during the war over a thousand vessels
 671 with which to maintain its blockade
 672 to scurry about over the high seas
 673 search for Confederate cruisers
 674 for destroying our merchant vessels
 675 for cotton, and the price went so high
 676 that there was no attempt to
 677 running, because the whole world
 678 as a cotton, and the price went so high
 679 to initiate the building of
 680 fast steamers for the express purpose
 681 of intercepting the Confederate
 682 vessels with all the tremendous naval power
 683 was brought to bear to make and run
 684 the blockade.

blackened-running vessel was destroyed except when verbalized and attempted to be destroyed. The destruction of the most startling kind between the procedure than that proposed by the German government.

New Commercial Routes.

The enterprise of British blockade runners placed some new commercial routes. The blockade runners, at times, the Confederacy needed supplies, munitions, etc., and it wanted get its cotton to Europe to pay for them. A British vessel, under perfectly proper British orders, would receive the cotton, and then, with the cargo, and sail for the British port Nassau, in the Bahamas. Nassau was a British port, and was not closed for the war; but ere the end, the harbor was crowded with shipping from the United States. London displayed jealousy of the fact that Nassau threatened to surpass London in annual cargo.

Britain claimed the cargo

sailing from one British port, under the British flag to another British port, and then to be beatings to the Confederacy. They maintained that such shipping would be necessary to supply the vessels until it reached Nassau. Nassau was only a few hours from the United States, and the British mail from Charleston. If vessels could go safely to Nassau, they covered the greater part of the dangerous voyage. The British government of the Confederate government lived there caring for and directing this traffic from Nassau to the United States. There were even instances in which vessels sailed from New York for Nassau with cargo obviously destined to the Confederacy. Congress passed a law early in 1862 to refuse to recognize the vessels and the nature of their cargoes and their destinations were obviously intended to reach the Confederates. The Nassau authorities complained bitterly that they were in the habit of importing extensively from New York and that the United States would starve their colony. The British government sustained the Bahamas people in their protest against the United States and the British remonstrances were futile. The North maintained that it could not allow the blockade of Europe to Nassau. It was equivalent to transporting the European market to Nassau. The Atlantic within a few hours was of Confederate territory.

Dealing with these questions, which are analogous to those Great Britain has had to deal with in reference to American cargoes going into Germany and Italy, but seemingly intended for Germany and Austria, the American courts were very rigorous. They enforced the rule that the act of salinining from neutral ports was blocked port, but in any case, an intermediate neutral port made the ship liable to capture and condemnation. The Supreme Court of the United States laid down the broad rule of this point, and Great Britain is today unable to dispute it. It is a British contention that contraband may not be sent from the United States to any port, but this is not the case in Germany or Austria. "If there is an interdiction, formed either at the time of the seizure or at a later date, that the goods are contraband, the ship is liable to capture and condemnation."

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Thus was developed the doctrine of "continuous voyages," which has first been enunciated by Lord Stowell, in the case of *Prosser*. It is worth while to say that the courts of the maritime powers have been very much aided by the very high measure of legal rudition and intellectual ability. It has been important, by reason of the fact that there is no such thing as international law, that decisions laid down in one country are not binding on another. It is, of course, obviously logical and fair, that, in the succeeding war, in another country, the same rule should be accepted. The decisions of the British and American courts in this regard are considered very high authority.

time of "continuous voyage" so far as the United States is concerned. It is the American decision that the ship will turn to maintain the most extreme extension of the blockade. It is the United States' contraband and the blockade. Moreover, it is an English authority on the subject, say:

"If England or France should heretofore have bound from New York to North America a vessel from Galveston might be carried into a port of refuge, and she had on board munitions or arms, she would be liable to capture, destined for the Mexican army, and the United States would be entitled to any inferences which a court of admiralty might draw from the form of her papers and the character of her cargo. And not only so, but she would be liable to capture with the revenue cutters, and with the army and navy, with severity. The evidence of an attempt to evade the blockade would be a slight. That the ship was in some cases carrying contraband, and that she was the neutral port for orders, or that she was carrying arms, or that she was carrying orders or assigns, seems to have been regarded as sufficient. If the goods then were carried to the market, the owner or shipper would be liable in running the blockade, and the vessel would be liable in running the blockade."

Some of the most important developments of the law of contraband and blockade were developed during the civil war. The United States seized a number of various kinds of vessels, and a number of Matamoros, in Mexico. Matamoros is on the Mexican side of the Rio Grande, immediately at its mouth. Directly across the river, on the American side, is the city of Brownsville. The captain frequently observed that vessels which he came to Nassau under neutral colors were cleared from that port with papers that were not in conformity with the regulations of the United States. The vessel was cleared at Matamoros. In such a case, a vessel being overhauled and taken by a Federal cruiser, it was impossible to prove that it was not in truth destined to Matamoros.

Two vessels flying the British flag were seized by the United States and captured by Federal warships, and taken before prize courts. The question was whether the interposition of a neutral power was required in such a case. The prize and the alleged belligerent destination

SUNDAY, February 14.—The *Lusitania* leaves Liverpool flying British flag, Captain Dow saying he might use American flag if circumstances warranted. Russians force Austrians south through the Dukla Pass, in the Carpathians. Germans gain slight advantage over French in Champagne district, but are repulsed at Arracourt. Count von Bernstorff urges United States to protest against holding up of Wilhelmina by Great Britain.

MONDAY, February 15.—Russians retire along the Niemen before German forces. Ambassador Gerard invited to see Kaiser at the front regarding seizure of the Wilhelmina. Germans take Norroy from the French.

TUESDAY, February 16.—German embassy in Washington gives out a note declaring that Germany will not yield to United States on war zone decree, but intimates that the blockade ordered may be canceled if food shipments are permitted to reach Germany. French war office reports two German attacks in Lorraine and Alsace repulsed. Fighting in eastern war zone, from the Niemen to the Vistula, continues.

WEDNESAY, February 17.—German war zone crisis at critical stage. German Admiral von Behnke hands to American embassy in Berlin statement admitting that lack of food caused Germany to declare the blockade. British government places prize crew aboard *Wilhelmina*. Forty British and French seaplanes and aeroplanes make greatest raid in history against German positions on coast of Belgium, dropping 240 bombs. French gain in Argonne, near Ypres, in Champagne, and near Rheims. Germans capture Plock and Bielsk.

THURSDAY, February 18.—German blockade of British waters begins with sinking of British steam collier Dulwich and French steamer Ville de Lille. Final British note to Washington offers statistics to prove American commerce has not been seriously injured. England will not alter policy of detaining and searching American ships. French report notable successes at Arras, Rheims, in Champagne district, in Argonne, and in Alsace. Germans announce Russians have been defeated in East Prussia and 50,000 Russians have been captured.

FRIDAY, February 19.—German reply to protest of United States against proclamation of war zone in all British waters handed out of Berlin. Government makes no concessions regarding blockade order, and declares British naval methods forced adoption of retaliatory methods. Two Zeppelins destroyed off coast of Denmark. French report successes on western front, including capture of Norrov. in Lorraine.

SATURDAY, February 20.—Norwegian steamer Nordcap and French steamer Dinaroh damaged by German mines or submarines in English Channel. British government gives out two notes addressed to Washington. In the first it affirms right to hold Wilhelmina's cargo. In the second Sir Edward Grey promises that practice of using neutral flags by merchant vessels will be limited.

on served to pilfer a cargo which all parties agreed was contraband. The Peterhoff carried into Matamoros cargo of trappings for artillery horses, and a large quantity of other supplies, like various kinds, blankets, and the like. There was probably not in all Mexico at that time a more active market for such amount of these wares, but the owner of the vessel claimed mainly that they were for connecting with the people of Mexico through the emporium of Matamoros, and if there were any ulterior destination for the cargo they were not aware of it," and the decisions of the American admiralty courts, and the supreme court growing therefrom, must be impressive that the British maritime authorities have been very kind students in the last six months of the American decisions on these subjects, and that their regulations and diplomatic communications have been based very carefully on the results of these studies.

Will Gather Tomorrow, With
Wilson L. Gill as the Principal
Speaker.

ALEXANDRIA, Va., Feb. 21.—The Alexandria branch of the Women's Peace Party will hold an open meeting tomorrow afternoon in Lee Cammer Hall. The will be the first of a series of meetings which will be given by the organization to obtain the assistance of Alexandrians in the movement to bring about peace in Europe. The principal speaker will be Wilcox H. Russell, president of the American Patriotic League, whose addresses will be made by Mr. George A. Armes and Mrs. Logan, of Washington. Mrs. T. Marshall Jones, chairman of the branch, will preside. Among the musical numbers will be "The Star-Spangled Banner," by William Ham and Mrs. Wilmer Joyce Walker, and a piano duet by Mrs. Frederick Russell and Mrs. Edgar Warfield.

On that day, under all the circumstances indicated that these articles were at least intended for the destruction of Brownsville and other places in the vicinity."

Widens Doctrine. This decision, in an American court, further greatly widened the doctrine of the right of voyage and cargo application of all this body of American decisions to conditions now prevailing in connection with the shipments of American cargoes to neutral ports on which, however, it is not possible to rely on, on some morning at 9:30 o'clock.

Six hundred and fifty public school children will participate in the historical pageant in the opera house next Friday under the auspices of the Parents'-Teachers' Association.

The declamation contest at Richmond College last night between representatives of the high schools and academies of Virginia, was won for the third consecutive time by the representative of Newport News High School, Malcom C. Bland, who defeated as runner out a field of eleven contestants. The Andria High School was represented by Ashby Bladen, whose subject was "The Destiny of the Anglo-Saxon."

Funeral services for Mrs. Gertrude Bland will take place tomorrow afternoon from the residence of her father, William Bagot.

Members of Friendship Councils of Counties of Liberty, will pay a visit to the capital of Washington, tomorrow night.

On account of the holiday tomorrow there will be no meeting of Alexandria Lodge of Elks, the regular meeting for next having been postponed until Tuesday.